



Project Background

The Colorado River Bridge Crossing Study conducted in 2004 established that the US-191 bridge over the Colorado River needs to be replaced. This bridge was built in 1955 and has a sufficiency rating of 47. A rating of less than 50 means that the bridge is structurally deficient and/or functionally obsolete and eligible for bridge replacement funds:

- Main girders of the bridge are designed such that if either girder gets damaged or develops fatigue cracks, the bridge could collapse.
- The bridge is unstable in a design scour event. Scour occurs when streambed soils and sediments around bridge foundations such as piers and abutments are eroded by moving water. Scour is the leading cause of bridge failure. Short-term repairs were completed in 2003 to maintain the bridge in service until a long-term solution could occur.
- Bridge railings do not meet performance criteria for safety, or geometric and strength specifications.
- Since the bridge does not have shoulders, disabled vehicles must stop within the travel lane.
- The bridge was not designed to handle the heavier loads that use this route or the traffic volumes that are projected through the year 2030.

An Environmental Assessment (EA) was recently completed and is currently available for public review. The EA is a document that is part of an environmental process required to permit construction. The EA defines the scope of the project, alternatives, potential for environmental impact, and mitigation measures that might relieve potential impacts. As discussed further on page 2 of this handout, the Preferred Alternative identified in the EA would:

- Replace the US-191 bridge over the Colorado River with a new bridge that includes four travel lanes, a median, and shoulders;
- Widen the US-191 roadway to four travel lanes, median, and shoulders; and
- Facilitate bicycle and pedestrian movements along US-191 through the addition of shoulders, sidewalks, and/or separated paths.

Construction of Phase 1 would replace the US-191 bridge and associated roadway approaches, as well as construct a separated facility for bicycle and pedestrian traffic between the US-191 bridge and the Courthouse Wash Kiosk. Other improvements would not be implemented until further funding becomes available.

Process Schedule

Time	Activity	Get Involved
2004	Bridge Study	Public scoping town meeting. Public workshops.
Fall 2005	Re-initiate Environmental Document	Website updated. Notices sent to stakeholders.
2006	Prepare Environmental Document	Targeted workshops. Council presentations. Individual coordination to resolve issues.
Fall 2006	Environmental Document Released	Draft EA available for public review.
December 12, 2006	Public Hearing	Attend hearing.
January 2, 2007	Comments Due	Provide comments at hearing or in writing.
Early 2007	Consider Public Comments, Prepare Decision Document	Notice of decision document in paper. Document available to interested parties.
2009-2015	Construction	

Review the Draft EA
Moab Information Center, Main & Center Street, Moab
Michael Baker Jr., Inc., 6955 Union Park Center, Suite 370, Midvale (technical reports also located here)
UDOT Region 4, 1345 South 350 West, Richfield
FHWA, 2520 West 4700 South, Suite 9A, SLC
Project website www.udot.utah.gov/coloradoriverbridge/

Attend the Open Forum Public Hearing
Tuesday, December 12, 2006
Grand Center, 500 West 182 North, Moab
Attend anytime between 5:00 p.m. and 7:00 p.m.

Provide Comments by January 2, 2007
US-191 Colorado River Bridge,
c/o Michael Baker Jr. Inc.
6955 Union Park Center, Suite 370, Midvale, UT 84047
or e-mail comments to US191ColoradoRiver@mbakercorp.com

Contact Information

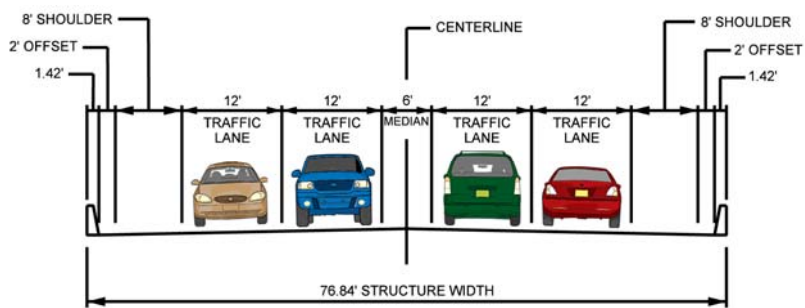
Website: www.udot.utah.gov/coloradoriverbridge/
By E-mail: US191ColoradoRiver@mbakercorp.com
By U.S. mail: US191 Colorado River, c/o Michael Baker Jr., Inc.
6955 Union Park Center, Suite 370
Midvale, Utah 84047
By Phone: Tiffany Carlson, Project Public Involvement Coordinator
Michael Baker Jr., Inc.
801-352-5995



Preferred Build Alternative

Colorado River Bridge Replacement – Phase 1

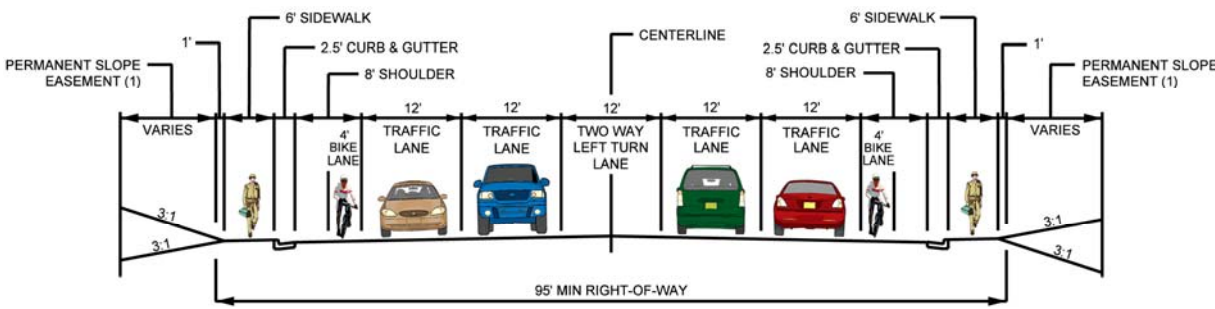
Phase 1 is funded to replace the Colorado River Bridge and roadway approaches. Between the bridge and the Courthouse Wash Kiosk, a separated facility for bicycle and pedestrian traffic is also included in Phase 1. The bridge type would be determined in final design, but is expected to consist of a new steel or concrete girder bridge with four to seven spans. A sidewalk is not included as part of the bridge section because the Colorado River Pedestrian Bridge Project provides a new crossing of the Colorado River for bicycle and pedestrian traffic.



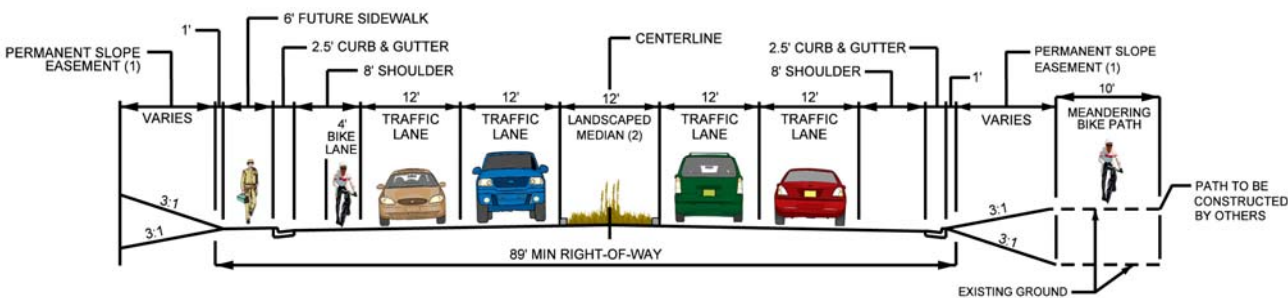
To accommodate traffic during construction and minimize impacts, the bridge would be constructed in two stages. The initial stage would be built west of the existing bridge and would include two through lanes of traffic, shoulders, and barriers. Once this work is completed, traffic would be moved to the completed section of the new structure and the second stage would remove the existing bridge and complete the widening. Two lanes of traffic would be maintained during peak traffic periods, but short-term closures may be needed to move equipment or set girders.

Roadway Widening Between 400 North to Colorado River Bridge – Future Phase

This segment would remain in its current condition until additional funding becomes available. The proposed alignment would tie into the Main Street project that was recently reconstructed near 400 North and would typically follow the centerline of the existing road. Since the design in this section includes curb and gutter, the elevation of the road would need to vary from the existing where the minimum slope requirements could not be achieved otherwise. To minimize property impacts associated with the wider road, the proposed elevation has also been modified from the existing condition between 500 West and 400 North and at some major driveways. Two commercial properties on the east side of US-191 may be displaced. One currently vacant commercial building on the west side would also be removed.



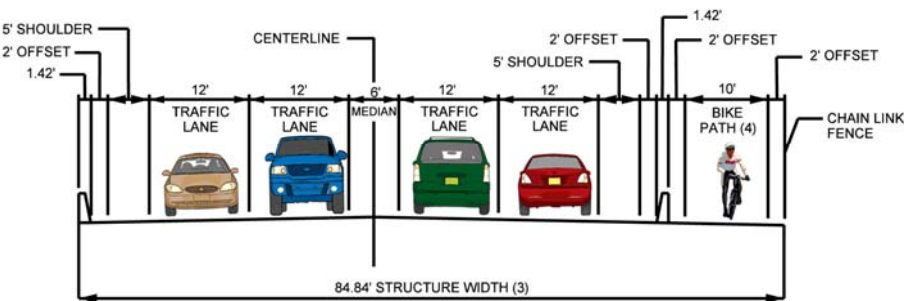
400 N to Approximately 600 N – Design Speed 40 mph



600 N to Colorado River Bridge – Design Speed 40 mph

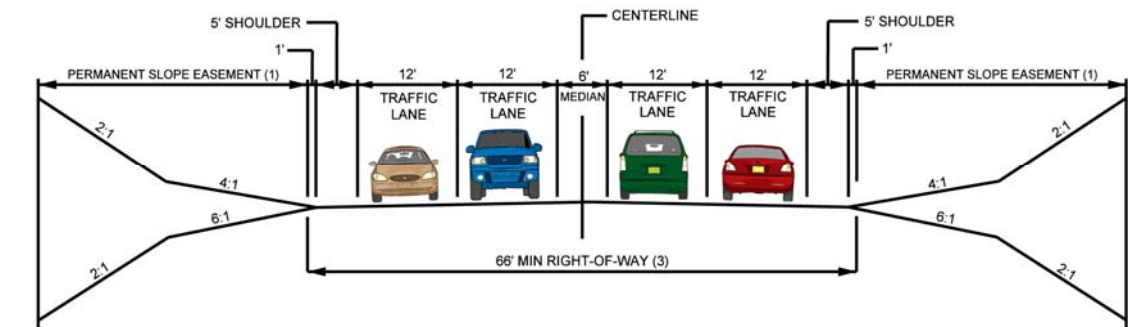
In coordination with UDOT, the City and County are in the process of designing a 10-foot meandering trail along the east side of US-191 (from approximately 600 North to SR-128) and expect construction in 2007. Though the two projects are being coordinated, portions of a proposed trail would likely need to be rebuilt to accommodate the widened road in order to keep the cost of constructing the trail within the established budget. This is expected to occur in areas where substantial cuts and/or retaining walls would be required. The proposed trail would help connect bicyclists and pedestrians in Moab to the Colorado River Pedestrian Bridge (which is currently being advertised for construction). A sidewalk is proposed in developed areas where the meandering path is not provided. In undeveloped urbanized areas, the proposed right-of-way would accommodate a future sidewalk in areas where the meandering path is not provided. Plans for a potential landscaped median will be finalized during design in coordination with the City and County.

Courthouse Wash Structure Widening – Future Phase



The existing Courthouse Wash Structure would remain in its current condition until additional funding becomes available. Once funding is secured, the proposal would widen the existing structure. Most widening would occur to the south; however, some widening on the north would be needed to accommodate two-way traffic on the attached bike path.

Roadway Widening Between Colorado River Bridge and Potash Road – Future Phase



Most of this segment would remain in its current condition until additional funding becomes available. The location and elevation of the roadway would tie into the constraints associated with the Courthouse Wash structure and the recently completed section of roadway just south of Potash Road.

Between the Colorado River Bridge and Courthouse Wash, shoulders would transition from eight to five feet. In this section, Phase 1 would include approaches necessary to accommodate the new Colorado River Bridge and a separated path for pedestrian and bicycle traffic between the bridge and the Courthouse Wash Kiosk. However, the existing attached path on the Courthouse Wash Structure would not be widened in Phase 1.

